

GOVERNMENT (LOCAL) COMMENTS (GL)

GL1

GL1 Continued



CITY OF COSTA MESA
Public Services Department/Transportation Services Division
77 Fair Drive, Costa Mesa, CA 92628-1200
Phone: (714) 754-5032; Fax: (714) 754-5028

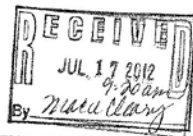
Transmittal

Date: July 17, 2012

To: Smita Deshpande

Firm: Branch Chief – Caltrans District 12
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Subject: City of Costa Mesa Comments on Draft I-405 Improvement Project
EIR/EIS



Attached are City of Costa Mesa's comments on the subject Draft EIR/EIS. Thank you.

c File



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July 16, 2012

SENT VIA PERSONAL DELIVERY
Smita Deshpande
Branch Chief - Caltrans District 12
2201 Dupont Drive, Suite 200
Irvine, CA 92612

RE: City of Costa Mesa's Comments to Draft I-405 Improvement Project
Environmental Impact Report/Environmental Impact Statement (EIR/EIS)
pursuant to the 14 California Code of Regulations Section 15087.

Dear Ms. Deshpande:

I. INTRODUCTION

Pursuant to 14 California Code of Regulations Section 15087, the City of Costa Mesa ("Costa Mesa") is providing its comments to the State of California Department of Transportation ("Caltrans") Draft I-405 Draft Environmental Impact Report/Environmental Impact Statement ("EIR/EIS") for the I-405 Improvement Project ("Project"). Costa Mesa has taken the public comment period to review the project summary in conjunction with the studies, findings and conclusions for this Project. (Exhibits B-N; Documents in support of Costa Mesa's Findings.) During Costa Mesa's review process, a number of concerns were raised including a number of factual errors, a deferral of specific analysis of impacts, and inadequate mitigation measures.

Costa Mesa's review and findings discussed below demonstrate that the environmental benefits of Alternative 2 far outweigh Alternative 3 consistent with the California Environmental Quality Act ("CEQA"). Based upon Costa Mesa's review and findings, with regard to significant

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deficiencies in the EIR/EIS, Costa Mesa believes that the environmental document fails to provide comprehensive and reasoned analysis and therefore should be recirculated to add significant new information to resolve these deficiencies. (Pub. Res. Code § 21092.1; 14 Cal. Code Regs. § 15088.5)

II. PROJECT SUMMARY

The draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) prepared for the I-405 Improvement Project was released for public review and comment on May 18, 2012. The I-405 Improvement project draft EIR/EIS evaluated three different alternatives for widening the I-405 Freeway between the SR-73 and I-605 Freeways. The alternatives included:

- Alternative 1** – Add one lane in each direction on I-405 Freeway between Euclid Street and I-605 Freeway;
- Alternative 2** – Add two lanes in each direction on I-405 Freeway between Euclid Street and I-605 Freeway; and
- Alternative 3** – Add one lane in each direction on I-405 Freeway between Euclid Street and I-605 Freeway and add tolled express lanes on I-405 Freeway between SR-73 and I-605 Freeways. This will result in conversion of existing High Occupancy Vehicle (HOV) lane to express lane and addition of a second express lane. In addition, the project includes direct HOV lane to express lane connectors between SR-73 and I-405 Freeways.

III. ABSENCE OF INDEPENDENT REVIEW

First, Costa Mesa is concerned whether Caltrans, as the lead agency, has met its obligation under 14 California Code of Regulations Section 15084(e) to *independently review* and analyze the EIR, and circulate a draft EIR that reflects its *independent judgment*. Costa Mesa recently became aware that Caltrans seeks approval of Alternative 3 in spite of environmental impacts that favor Alternative 2. This is based on the information that the Regional Transportation Plan adopted in April 2012 preordains Alternative 3. (Exhibit A; Regional Transportation Plan 2012-2035 Table.) Costa Mesa again points out that the environmental review process is intended to seek the public's input and the environmental effects *prior* to approval of a project. However, Exhibit A suggests that the proclivity towards Alternative 3 has already been made in violation of CEQA.

IV. LACK OF ADEQUATE DETAIL AND DEFERRAL OF SPECIFIC ANALYSIS

The EIR/EIS omits analysis of a number of impacts that should be addressed. Although Caltrans is authorized to defer certain impacts, an analysis of impacts that are reasonably

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foreseeable is required. Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova, (2007) 40 Cal. 4th 412, 53 Cal. Rptr. 821; Stanislaus Natural Heritage Project v. County of Stanislaus, (1996) 48 Cal. App. 4th 182, 55 Cal. Rptr.2d 625. However, the EIR/EIS defers analysis of a number of environmental impacts set forth below that are well within its purview at this juncture in the environmental process.

Page 3.1.6-104: The impacts of construction are not identified in the draft EIR/EIS as it is deferred to final design phase. Costa Mesa's residents have endured approximately 10 years of construction due to various projects on the I-405 including the SR-55/I-405 Transitway Project, I-405/SR-73 Confluence Project, Susan Street Offramp, I-405/Fairview Road Interchange and Harbor Boulevard/I-405 Improvement project. Alternative 3 will result in significant impacts that would exceed those experienced by all of the previous projects. This is due to the need for the demolition and reconstruction of the Fairview Road Bridge and the Harbor Boulevard southbound loop onramp.

Page 3.1.6-106: The EIR/EIS does not address impacts from ramp closures. In addition to the removal and reconstruction of key interchanges, several area ramps are identified for closure ranging from 10 to 30 days. In addition to the absence of impact analysis regarding ramp closures, Costa Mesa is concerned about these closures and requires that any traffic management plan address the City Fairgrounds and holiday moratorium for closures.

Page 3.1.6-107: The project defers traffic management plan to the final design phase. Costa Mesa is concerned about the decision on the preferred alternative being without the benefit of this analysis that would provide further information on the potential impacts during construction.

Alternative 3 Layouts: Based on review of Alternative 3 Layout Plans, there is no information on the toll gantry structure location. It is anticipated that one such structure would be located in the vicinity of the SR-73 Freeway. The visual impacts associated with this structure to the adjacent area residents should be documented as part of the draft EIR/EIS.

Page 3.2.7-43, NOI-1: The EIR/EIS defers the "final decision on whether and how to construct noise abatement ... upon completion of the project design."

With regard to interior noise levels of residential uses, the EIR/EIS does not address the ventilation standards as set forth in Chapter 3, Section R303, of the 2010 Residential Building Code (CRC). Specifically, it is anticipated that impacted residences may have all windows closed to lessen the freeway noise. However, the EIR/EIS should include analysis and identification of mitigation measures – other than those related to exterior

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sound walls – to address appropriate mechanical ventilation for habitable rooms with all windows closed.

The EIR/EIS does not analyze from a noise and air quality standpoint, the location or relocation of mechanical and gravity outdoor air intake openings for impacted residences. The EIR should not defer analysis or mitigation of noise impacts of interior residential structures. An assessment of the nature of these impacts on sensitive uses and the success of proposed mitigation measures is needed.

Page 3.2.7-31 provides discussion of sound wall S614A and S614B for the area south of Bristol Street to Euclid Street for one residence. However, for Alternative 3, the EIR/EIS does not provide analysis regarding impacts to sensitive uses, including other impacted residences, by street address. Additionally, given the extent of the environmental impacts of Alternative 3 in Costa Mesa, it should be considered that all noise mitigation measures should not be categorized as “not reasonable” due to a formulaic consideration of the acoustic benefit to the construction cost. For example, Sound wall S614A or S614B should be implemented to offset the noise impacts to this residence regardless of the construction cost.

Noise Mitigation NOI-2 and NOI-3 for short-term construction noise: These noise mitigation measures are considered inadequate to address the significant noise impacts experienced by sensitive receptors. Costa Mesa suggests the following additional mitigation measure for short-term construction impacts:

A minimum of 120 days prior to the commencement of any construction activity, a construction noise mitigation plan shall be approved by the City of Costa Mesa. This plan shall contain information such as:

- Name & Contact Information of Responsible Party
- Address of impacted sensitive receptors
- Timeline for Demolition Construction Work, Excavation Construction Work, Foundation Construction Work, Other Construction Work
- 24-hour construction hotline for complaints
- Location and Specifications for Temporary/Moveable Sound Barriers during construction.

This Construction Noise Mitigation Plan shall be mailed to property owners of sensitive land uses a minimum of 60 days prior to construction.

Table 3, Noise Abatement Information: This table identifies noise barriers that are within the vicinity of sensitive uses, such as single-family residential, multi-family residential, a motel, and schools. This table indicates “N/A” under the column of number of benefitted

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residences although there are sensitive uses within the noise impact zone. Additional clarification or analysis is needed. Where residential areas are impacted, the street addresses of the residences should be referenced in technical studies.

The SR-73 Confluence Project's EIR addressed noise impacts during the environmental review process. The noise impacts of SR-73 should be included in Caltrans analysis of noise impacts.

Toll Lane Conversion: Since this is an interstate freeway system that is owned and controlled by the federal government, the opinion of the Federal Highway Administration (FHWA) on the conversion of existing free High Occupancy Vehicle (HOV). There is no provision of the replacement capacity for the loss of the free HOV lane.

As demonstrated by the aforementioned comments, the EIR/EIS ignores a number of crucial impacts that Caltrans is required to address. Under Public Resources Code Section 21092(b), the EIR/EIS should include some degree of forecasting in evaluating a project's environmental impacts. 14 Cal. Code of Regs. Section 15144. San Francisco Ecology Ctr. v. City & County of San Francisco, (1975) 48 Cal. App. 3d 584, 595; 122 Cal. Rptr. 100. However, deferring an analysis of these impacts not only portends that the environmental impacts do not exist but also ignores a thoughtful process as to how those negative impacts can and should be mitigated.

V. INACCURATE DATA

Further, under 14 Cal. Code Regs. Section 15151, the EIR/EIS must be prepared with a sufficient degree of analysis to provide decision-makers with the information needed to make an intelligent decision concerning a project's environmental consequences. However, the EIR/EIS relies upon inaccurate data in a number of areas that exaggerates Alternative 3 benefit as the best option. These factual inaccuracies include, but are not necessarily limited to, the following:

Table 3.1.6-2: The draft EIR/EIS projected a growth in traffic of over 25% over the next 10 years. This growth is overstates and does not reflect the patterns that were observed over the past several years. The projected growth in traffic over the next 30 years is approximately 42% and is also high, given the level of build out in the study area.

Page 3.1.6-2: The EIR/EIS states that the study area was divided into three segments, “based on similarity of lane cross-section.” One of the segments is SR-73 to Brookhurst Street. However, this segment has two distinct characteristics. The area within Costa Mesa's jurisdiction has seven or eight travel lanes in each direction,

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whereas the area to the north of Euclid Street has five lanes in each direction. This results in misrepresentation of level of impacts within Costa Mesa limits.

Table 3.1.6-14: The number of lanes shown for the SR-73 to Brookhurst Street segment does not reflect actual number of existing travel lanes within Costa Mesa. The southbound direction has seven mixed-flow lanes and a HOV lane and the northbound direction has seven mixed-flow lanes from SR-73 to north of Fairview Road bridge and six mixed-flow lanes from north of Fairview Road to the Santa Ana River, in addition to HOV lane. The assumption for throughput is not explained in the study. A value of 1,200 vehicles per hour was used for calculation of throughput, without any clear basis provided for using this assumption. Based on existing counts provided, the freeway carried well in excess of 12,000 vehicles per hour during the peak hours. However, the throughput provided for Costa Mesa section for existing and Alternatives 1 and 2 are only 8,400 vehicles per hour. The throughput value seems to be significantly understated in the analysis.

Page 3.1.6-21: In Paragraph 3, existing volume-to-capacity (v/c) ratios are provided as a range for the entire freeway segment. However, the Costa Mesa portion of the I-405 Freeway has significantly better v/c ratios. During the AM peak hour, existing v/c ratio range in Costa Mesa is 0.81 to 1.09 and during the PM peak hour, the v/c ratio range is 0.78 to 0.94. This is due to completion of significant freeway widening over the past 10 years to meet existing and future demands within the Costa Mesa. The High Occupancy Vehicle (HOV) lanes also have better v/c ratios within Costa Mesa compared to the rest of the corridor.

Page 3.1.6-39: A single forecast was developed for all three alternatives. The alternatives are quite different in the level of improvement, and utilizing a single forecast will not represent true conditions. In Alternative 1, there may be additional impacts to arterial intersections when compared to Alternatives 2 and 3. These will not be reflected in the analysis as conducted. This will short-change the mitigations for arterials and intersections if Alternative 1 was selected as the preferred alternative. Table 3.1.6-2 provides traffic volumes for various alternatives that show higher volumes for Alternative 3 than other alternatives. This should be carried through in the analysis as well.

Page 3.1.6-40: No Build Alternative's volume-to-capacity ("v/c") ratios for 2020 and 2040 are provided as a range for the entire freeway segment. However, the Costa Mesa portion of the I-405 Freeway has significantly better v/c ratios. This is due to completion of significant freeway widening over the past 10 years to meet existing and future demands within Costa Mesa.

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Page 3.1.6-81: Alternative 1's v/c ratios for 2020 and 2040 are provided as a range for the entire freeway segment. However, the Costa Mesa portion of the I-405 Freeway has significantly better v/c ratios. This is due to completion of significant freeway widening over the past 10 years to meet existing and future demands within Costa Mesa.

Page 3.1.6-92: Alternative 2's v/c ratios for 2020 and 2040 are provided as a range for the entire freeway segment. However, the Costa Mesa portion of the I-405 Freeway has significantly better v/c ratios. This is due to completion of significant freeway widening over the past 10 years to meet existing and future demands within Costa Mesa.

Page 3.1.6-99: Alternative 3's v/c ratios for 2020 and 2040 are provided as a range for the entire freeway segment. However, the Costa Mesa portion of the I-405 Freeway has significantly better v/c ratios. This is due to completion of significant freeway widening over the past 10 years to meet existing and future demands within Costa Mesa.

Page 3.1.6-101: In the 3rd paragraph, there is discussion of SR-73/I-405 northbound merge. This interchange was constructed in early 2000s as part of the I-405/SR-73 Confluence Project at a total cost of approximately \$50,000,000. Three lanes from SR-73 join four lanes on I-405 in the northbound direction. The third lane of SR-73 drops approximately 2,200 feet north of the merger of the two freeways. With the proposed Alternative 3, the three lanes of SR-73 are reduced to two lanes. This will create increased density on the ramp and at the merge point and would result in significant traffic issues. The statement that the reduction in lanes will remove bottleneck is not justified. If there is a bottleneck, there should be a recommendation to increase the merge length as part of Alternative 2.

As demonstrated by the aforementioned comments, the EIR/EIS relies upon a number of inaccuracies that inflate the environmental benefit of Alternative 3.

VI. INSUFFICIENT OR ALTOGETHER ABSENT MITIGATION MEASURES

14 Cal. Code of Regs. Section 15126.4(a) requires lead agencies to consider feasible mitigation measures to avoid or substantially reduce a project's significant environmental impacts. However, in a number of areas, the mitigation measures proposed in the EIR/EIS are insufficient. To demonstrate:

The EIR should give full consideration to interior noise levels of sensitive uses and appropriate abatement of any noise impacts to achieve minimally acceptable interior noise

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standards. Other practical measures may include: mechanical ventilation systems, triple-paned glass windows, etc.

Nevada Avenue Impacts: The proposed direct connector from eastbound Ellis Avenue to southbound I-405 Freeway requires widening of the freeway adjacent to Moon Park and several residences along Nevada Avenue. Under the existing conditions, there is a dirt slope with a 12-foot sound wall, located approximately 25' from the backyard of residences. This will be replaced by a retaining wall of up to 16' foot and a 12' sound wall, located approximately 6' from the backyard of residences. This will create significant noise, air quality and visual impacts to these properties. Several solutions should be considered to address this issue including deviating from standard lane and shoulder widths, high-density vegetation such as planting of mature trees between the retaining wall and residences and also relinquishing excess portion of right-of-way to residences.

Noise Mitigation NOI-2 and NOI-3 for short-term construction noise: These noise mitigation measures are considered inadequate to address the significant noise impacts experienced by sensitive receptors. Costa Mesa suggests the following additional mitigation measures:

While the precise details of the sound wall design may not be known until project design, the EIR/EIS should meaningfully analyze and identify the specific noise mitigation measures at the time the project is approved and not defer "whether and how" noise mitigation may or may not occur at the future date.

Additional comments that require Caltrans review and response are the following:

Appendix F and Page 3.2.7-3 refers to the Noise Study Report (NSR) (June 2011) and the Final Noise Abatement Decision Report (NADR) (September 2011). Other than table and figure excerpts, these reports are not included in Appendix N, Noise, of the EIR/EIS. It should be clear as to where the complete reports can be found.

VII. PROJECT FAILS TO CONFORM TO THE COSTA MESA GENERAL PLAN

The EIR/EIS violates the City of Costa Mesa General Plan in a number of areas set forth below. These issues require further mitigation measures in order to ensure conformity with Costa Mesa's General Plan.

Page 3.2.7-2, Table 3.2.7-1, Noise Abatement Criteria describes NAC, Hourly A-Weighted Noise Level, dbA Leq(h): The levels described in this table for residences are shown as 67 Exterior and 52 Interior. These levels differ from the noise levels shown in the Noise

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Element of the City's General Plan. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. The EIR/EIS should address any discrepancies with the City of Costa Mesa's Noise Element and provide appropriate noise mitigation measures to the City's adopted interior and exterior noise levels for sensitive uses.

Page 3.2.7-43: This indicates that "All noise abatement options were considered; however, because of the constrained configuration and suburban location of the proposed project, construction of noise barriers are the only abatement measure considered practical." The City's General indicates that it is the goal of the City of Costa Mesa to protect its citizens and property from injury, damage, or destruction from noise hazards and to work towards improved noise abatement. This goal includes protection of exterior and interior areas of sensitive uses.

Additionally, where noise barriers may have been identified, the EIR indicates that they may be dismissed due to cost/benefit determinations. General Plan Policy N-1A.4 "encourages Caltrans to construct noise attenuation barriers along State freeways and highways adjoining residential and other noise sensitive areas." General Plan Policy N-1A.3 requests that "appropriate site design measures are incorporated into residential developments, when required by an acoustical study, to obtain appropriate exterior and interior noise levels." The EIR/EIS should address conformance with the Costa Mesa General Plan.

VIII. ALTERNATIVE 2 IS ENVIRONMENTALLY SUPERIOR TO ALTERNATIVE 3

According to 14 Cal. Code of Regs. Section 15126.6(c), the evidence supporting Caltrans' decision should be included in the administrative record. However, the number of factual errors and deferred impact analysis that Caltrans relies upon in supporting Alternatives 3 violates Section 15126.6(c). Furthermore, the EIR/EIS impact findings for Alternative 2 and Alternative 3 are comparable in a number of areas such that once the factual errors and deferred impact analysis are accounted for, Alternative 2 is in effect the best alternative under CEQA.¹

The areas in which the EIR/EIS are comparable or more favorable to Alternative 2 include, but are not limited to:

Figure 3.1.6-3: Alternative 3 results in the loss of a mixed flow lane on northbound I-405 Freeway between Fairview Road and Harbor Boulevard. This will result in increased congestion in this segment of the freeway.

¹ Costa Mesa's review of the EIR/EIS finds that Alternative 1 should not be given further consideration given its environmental impacts.

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Table 3.1.6-6: This table provides a speed index summary including average speeds over the I-405 corridor for various alternatives. The table indicates that the overall speeds in mixed-flow lanes are either better or very similar for Alternative 2 compared to Alternative 3. Given that over 80% of traffic is in the mixed-flow lanes, Alternative 2 provides the greatest benefit to most of the users of the corridor.

Table 3.1.6-7: This table provides travel times and confirms the earlier discussion on better speeds in mixed-flow lanes for Alternative 2. As an example, the travel times for southbound I-405 are approximately 15% better for Alternative 2 than Alternative 3 during the AM peak hour in year 2040.

Page 3.1.6-27: A comparison of vehicle hours of delay is shown for No Build and project alternatives. Alternatives 2 and 3 result in 84% and 86% reduction in vehicle hours of travel, respectively, compared to No Build Alternative. Therefore, there is no significant change in level of performance between these two alternatives.

The EIR/EIS indicates that "the termini have been logically chosen based on geography and transportation needs to ensure adequate response to transportation deficiencies at and around these points of intersection." Based on this premise, additional comparative analysis should be given between the different alternatives. Specifically, Alternative 3 would be the environmentally weakest option compared to the Alternatives 1 and 2 due to the greater extent of impacted areas.

Page 3.1.6-98: Paragraph 1 provides information on access to the proposed Express Lanes in Alternative 3. Access is provided at SR-73, Magnolia Street/Warner Avenue, Bolsa Avenue/Goldenwest Street, SR-22 and I-605. Traffic from Costa Mesa entering at Fairview Road and Harbor Boulevard, two major gateways to/from Costa Mesa, will not have access to the Express Lanes for several miles. Thus, traffic is in the congested five mixed-flow lanes that are narrowed from the seven-lane section within Costa Mesa.

IX. CONCLUSION

In conclusion, CEQA requires that a feasible alternative is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors. The EIR/EIS does not meaningfully address the adverse social and economic impacts to Costa Mesa with regard to Alternative 3, given an unprecedented proposal to locate toll roads on a state highway and given the proximity to residential uses, the significant short-term and long-term impacts to the Costa Mesa's major employment and commercial centers.

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The factual errors, a deferral of specific analysis of impacts, and inadequate mitigation measures are so extensive that the EIR/EIS should be recirculate with these issues addressed. Once recirculation is completed with accurate information and proper analysis, the City is confident that the environmental benefits of Alternative 2 far outweigh Alternative 3 subject to inclusion of appropriate mitigation measures proposed by Costa Mesa.

Sincerely,



Thomas P. Duarte
City Attorney
City of Costa Mesa

Cc: Costa Mesa City Council
Costa Mesa Planning Commission
Tom Hatch, Chief Executive Officer
Peter Naghavi, Deputy CEO/Director of Economic and Dev. Services
Claire Flynn, Deputy Director of Development Services
Ernesto Munoz, Public Services Director
Raja Sethuraman, Transportation Services Manager

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EXHIBIT LIST
TO CITY OF COSTA MESA – COMMENTS REGARDING
DRAFT I-405 IMPROVEMENT PROJECT
ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STATEMENT

EXHIBIT A	REGIONAL TRANSPORTATION PLAN 2012-2035 TABLE
EXHIBIT B	LETTER FROM COSTA MESA CITY COUNCIL MA YOR ERIC BEVER TO OCTA BOARD MEMBER PAUL GLAAB DATED MAY 30, 2012
EXHIBIT C	COSTA MESA CITY COUNCIL RESOLUTION NO. 12-40
EXHIBIT D	EMAILS FROM DPEDRN@GMAIL.COM, GQUINN2@CC.RR.COM, FREDDYPEREZ2011@YAHOO.COM, JOELMAGGIE@SBCGLOBAL.NET, 3DOUGHTY@CC.RR.COM, TRISHCDC@GMAIL.COM, KATHLEENRAMP@YAHOO.COM, & TENNISHERITAGE@AOL.COM TO CITY OF COSTA MESA DATED MAY 5, 2012
EXHIBIT E	EMAILS FROM SLUCY61@AOL.COM, PAMELITAROSE@SBCGLOBAL.NET, JMS92648@CA.RR.COM, ERKANDSUSYB@YAHOO.COM, UNITEDNEIGHBORS@CMPREPARED.COM TO CITY OF COSTA MESA DATED MAY 6, 2012
EXHIBIT F	EMAILS FROM ITHLLASSOCIATES@ATT.NET & FLOMAMA@AOL.COM TO CITY OF COSTA MESA DATED MAY 7, 2012
EXHIBIT G	EMAIL FROM PAULANNEKELLY@CA.RR.COM TO CITY OF COSTA MESA DATED JUNE 17, 2012
EXHIBIT H	LETTER FROM GARY PEACOCK TO PETER NAGHAVI DATED OCTOBER 19, 2010
EXHIBIT I	EMAIL FROM PETER NAGHAVI TO JACKNPEG91@CA.RR.COM DATED NOVEMBER 22, 2010; CALCS1224@GMAIL.COM DATED NOVEMBER 15, 2010; RSCHOWE173@AOL.COM DATED NOVEMBER 14, 2010; BEANCOUNTER-1@HOTMAIL.COM DATED OCTOBER 27, 2010; & STEVEM@ISI.NET DATED OCTOBER 28, 2010.
EXHIBIT J	EMAIL FROM MLBRUM@ATT.NET TO RAJA SETHURAMAN DATED OCTOBER 22, 2010
EXHIBIT K	OPPOSITION SIGNATURES FROM CORINNE, LOUISE STOVER, FRED MERKLE AND JULIE ANN MERKLE
EXHIBIT L	HALECREST/HALL OF FAME RESIDENT PETITION DATED FEBRUARY 6, 2011
EXHIBIT M	CD OF CITY COUNCIL MEETING

EXHIBIT N LETTER FROM ANDRYA N. POWERS DATED JULY 16, 2012

EXHIBIT “A”

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ADOPTED APRIL 2012

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CITY OF COSTA MESA

CALIFORNIA 92628-1209

P.O. BOX 1200

FROM THE OFFICE OF THE MAYOR

RECEIVED

JUN 07 2012

PUBLIC SERVICES

Rajan

May 30, 2012

Mr. Paul Glaab, Chairman, Board of Directors
Members of Board of Directors
Orange County Transportation Authority
P.O. Box 14184
Orange, CA 92663-1584

SUBJECT: I-405 IMPROVEMENT PROJECT

Dear Chairman Glaab and Honorable Board Members:

The City of Costa Mesa wishes to thank Orange County Transportation Authority (OCTA) staff, including Chief Executive Officer Will Kempton, for the informative presentation on the I-405 Improvement Project alternatives at the City Council Study Session on May 8, 2012. The City appreciates OCTA's efforts in planning and coordinating transportation improvements throughout Orange County and implementing transportation solutions that are vital to the long-term needs of residents and visitors of the Orange County area.

As home to nationally renowned retail centers, which are major tax generators in Orange County, the City of Costa Mesa is very keen and forward-looking in assuring that adequate transportation infrastructure, and appropriate access to all venues is in place. Accordingly, the City has extensively participated with OCTA on a significant number of projects, including the I-405/SR-55 Transitway, and I-405/SR-73 Confluence projects. Over the past several years, the City has also worked with OCTA on the I-405 Major Investment Study (MIS) and subsequent phases of this project.

In February 2005, at the conclusion of the I-405 MIS, the recommended study alternatives included the addition of either one or two General Purpose lanes on the I-405 in each direction north of the Santa Ana River. Given that the freeway widening and ultimate improvements within the City's section of I-405 have been completed, the selected improvement options were well received by the Costa Mesa community and we were looking forward to the completion of the I-405 Improvement Project. However, the later addition of Alternative 3, primarily as a financial mechanism for the I-405 improvements, is of utmost concern to our community.

This new Alternative 3 will impact the City of Costa Mesa in many ways, as listed below:

- Alternative 3 proposes a new direct High Occupancy Vehicle (HOV) connector from the SR-73 to the I-405, which will result in the widening of the freeway footprint between the SR-73 and the Santa Ana River;
- As the Costa Mesa segment of the I-405 between the SR-73 to the Santa Ana River has already been improved to its ultimate configuration using approximately \$50m federal dollars, the new project offers no mixed-flow lanes added within Costa Mesa's City limits. In fact, between the SR-73 and north of Fairview Road, Alternative 3 results in the loss of one mixed-flow lane in the northbound direction;

77 FNR DRIVE
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Mr. Glaab and Honorable Board Members
Page Two
May 30, 2012

- The City recently implemented ultimate improvements to the Fairview Road/I-405 interchange and the Harbor Boulevard/I-405 Interchange, with adequate capacity to handle the projected buildout of North Costa Mesa. The total cost of these improvements was approximately \$11 million and the residents endured approximately 18 months of construction for these projects.
- The Fairview Road bridge over the I-405 Freeway and the Harbor Boulevard onramp to the southbound I-405 Freeway will need to be completely demolished and reconstructed as a result of Alternative 3, resulting in major impacts to the City's circulation system; and
- Implementation of Alternative 3 will result in major construction impacts to the neighborhoods for approximately 54 months. These residents have already endured several years of construction with the Transitway and Confluence projects, as well as the recent widening of the Fairview Road/I-405 Interchange and the Harbor Boulevard/I-405 Interchange reconstruction.
- The residents of the City, visitors to our major shopping centers and art venues, will have to pay to use the proposed High Occupancy Toll (HOT) lanes compared with the existing free HOV lanes.

As OCTA staff observed at the City Council Study Session of May 8, 2012, a large number of residents spoke against the project and submitted letters, e-mails, and petitions expressing their opposition to Alternative 3. This opposition is due to the many reasons mentioned above, as well as the lack of benefit to community and area residents.

While a formal position on the I-405 alternatives was not taken by the City Council at this meeting, several members have expressed their significant concern with the proposed Alternative 3. The City Council, as well as staff, believes that all long-term, planned improvements on the I-405 Freeway within the Costa Mesa City limits have already been implemented with the completion of the Transitway and Confluence projects and the focus on further improvements to the I-405 Freeway should be north of the Santa Ana River. Accordingly, the community would like to see a change in direction with regards to the proposed project.

As always, the City looks forward to working with OCTA on potential solutions to regional transportation issues. If you have any questions, please contact Ernesto Munoz, Public Services Director, at (714) 754-5343.

Sincerely,

Eric R. Bever
Mayor

c Costa Mesa City Council
✓ Costa Mesa Planning Commission
Will Kempton, CEO, OCTA
Tom Hatch, Chief Executive Officer
Ernesto Munoz, Public Services Director
Raja Sethuraman, Transportation Services Manager

GL1 Continued

GL1 Continued

RESOLUTION NO. 12-40

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COSTA MESA, CALIFORNIA, SUPPORTING ALTERNATIVES 1 AND 2 AND OPPOSING ALTERNATIVE 3 IN THE SAN DIEGO FREEWAY (I-405) IMPROVEMENT PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS).

THE CITY COUNCIL OF THE CITY OF COSTA MESA HEREBY DETERMINES AND RESOLVES AS FOLLOWS:

WHEREAS, the City of Costa Mesa in cooperation with the Orange County Transportation Authority (OCTA) and the State of California Department of Transportation (Caltrans) implemented regional improvements and freeway widening within the City of Costa Mesa limits to meet existing and future transportation needs at a cost of over \$100 million between SR-55 Freeway and Santa Ana River; and

WHEREAS, OCTA was the lead agency in the preparation of Major Investment Study (MIS) for the I-405 Freeway improvements between SR-73 Freeway and I-605 Freeway that resulted in recommendation of Alternatives 1 and 2, adding either one lane or two lanes in each direction to the I-405 Freeway between Euclid Street and I-405 Freeway, as locally preferred alternatives; and

WHEREAS, in January 2009 a new Alternative 3 was added to the I-405 Improvement Project during the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) phase of the I-405 Improvement Project that extends the project widening and construction to SR-73 Freeway; and

WHEREAS, Alternative 3 includes construction of a new express lane connector between the SR-73 and I-405 Freeways and addition of two express lanes within the City of Costa Mesa limits; and

WHEREAS, Alternative 3 requires the complete demolition and reconstruction of the Fairview Road/I-405 Interchange that was upgraded by the City of Costa Mesa three years ago at a cost of approximately \$7 million, and the removal and reconstruction of southbound Harbor Boulevard to southbound I-405 Freeway onramp; and

EXHIBIT "C"

GL1 Continued

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss
CITY OF COSTA MESA)

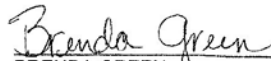
I, BRENDA GREEN, Interim City Clerk of the City of Costa Mesa, DO HEREBY CERTIFY that the above and foregoing is the original of Resolution No. 12-40 and was duly passed and adopted by the City Council of the City of Costa Mesa at a regular meeting held on the 19th day of June, 2012, by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS: BEVER, RIGHEIMER, LEECE, MENSINGER,
MONAHAN

NOES: COUNCIL MEMBERS: NONE

ABSENT: COUNCIL MEMBERS: NONE

IN WITNESS WHEREOF, I have hereby set my hand and affixed the seal of the City of Costa Mesa this 20th day of June, 2012.


BRENDA GREEN,
INTERIM CITY CLERK

(SEAL)

GL1 Continued

EXHIBIT "D"

GL1 Continued

SETHURAMAN, RAJA

From: HATCH, THOMAS
Sent: Monday, May 07, 2012 8:15 AM
To: MUNOZ, ERNESTO; SETHURAMAN, RAJA
Subject: FW: 405 Widening

From: DPEDRN [mailto:dpedrn@gmail.com]
Sent: Saturday, May 05, 2012 12:09 PM
To: HATCH, THOMAS
Subject: 405 Widening

Please don't allow Costa Mesa to suffer from widening the freeway, which isn't needed, and destroying a new (Fairview) bridge just to help generate building funds and grants. The work isn't needed, the cost to the community is great, and the responsibility for generating funds for work elsewhere (and job security, perhaps) should lie with those areas that might benefit, rather than those, like Costa Mesa, that will suffer with little or no benefit.

Thanks,

Dennis Popp

2078 Goldeneye, Costa Mesa

714.758.5251

GL1 Continued

SETHURAMAN, RAJA

From: HATCH, THOMAS
Sent: Monday, May 07, 2012 8:15 AM
To: MUNOZ, ERNESTO; SETHURAMAN, RAJA
Subject: FW: "NO 405 WIDENING" PLEASE!!!!!!!!!!!!

From: Georgette Quinn [mailto:gquinn2@ca.rr.com]
Sent: Saturday, May 05, 2012 12:11 PM
To: HATCH, THOMAS
Subject: "NO 405 WIDENING" PLEASE!!!!!!!!!!!!

Georgette M. Quinn OCTA

President OCTASSSE 2011-2012

1750 Whittier Ave

Costa Mesa, CA 92627

SETHURAMAN, RAJA

From: HATCH, THOMAS
Sent: Monday, May 07, 2012 8:15 AM
To: MUNOZ, ERNESTO; SETHURAMAN, RAJA
Subject: FW: NO 405 WIDENING

-----Original Message-----

From: Freddy Perez [mailto:freddyperez2011@yahoo.com]
Sent: Saturday, May 05, 2012 1:59 PM
To: HATCH, THOMAS
Subject: NO 405 WIDENING

I vehemently disapprove of option 3 proposed by OCTA. Insufficient traffic assessment has been done in regards to its ramifications. I say NO 405 option 3!!

Frederick Perez

Sent from my iPhone

GL1 Continued

SETHURAMAN, RAJA

From: HATCH, THOMAS
Sent: Monday, May 07, 2012 8:14 AM
To: MUNOZ, ERNESTO; SETHURAMAN, RAJA
Subject: FW: no 405 widening

-----Original Message-----
From: john doughty [mailto:3dcoughty@ca.rr.com]
Sent: Saturday, May 05, 2012 3:33 PM
To: HATCH, THOMAS
Subject: no 405 widening

no 405 widening, no alternative 3
John M. Doughty
1364 Garlingford St.
Costa Mesa, CA 92626

SETHURAMAN, RAJA

From: HATCH, THOMAS
Sent: Monday, May 07, 2012 8:14 AM
To: MUNOZ, ERNESTO; SETHURAMAN, RAJA
Subject: FW: No 405 widening

From: Patricia Camacho [mailto:trishcdc@gmail.com]
Sent: Saturday, May 05, 2012 4:05 PM
To: HATCH, THOMAS
Subject: No 405 widening

We are against this , Alternative 3 and the Fairview overpass bridge and the HOT lanes.
sincerely,
Dr. & Mrs. Hilario Camacho
Costa Mesa residents
1782 Kenwood Place

4

GL1 Continued

SETHURAMAN, RAJA

From: HATCH, THOMAS
Sent: Monday, May 07, 2012 8:14 AM
To: MUNOZ, ERNESTO; SETHURAMAN, RAJA
Subject: FW: NO 405 WIDENING

From: Kathleen Ramp [mailto:kathleenramp@yahoo.com]
Sent: Saturday, May 05, 2012 7:01 PM
To: HATCH, THOMAS; BEVER, ERIC
Subject: NO 405 WIDENING

We oppose Alternative 3 of the OCTA's freeway construction project because:

- It is woefully underfunded with a shortfall of \$1.1 billion, with future speculative toll fees--witness the 73 toll shortfalls

- I eliminates the carpool lane near Costa Mesa

- It involves extensive years-long construction, meaning traffic delays and pollution for Costa Mesa

- It demolishes the recently rebuilt Fairview bridge, with the accompanying dislocation of traffic patterns.

Sincerely,

Kathleen and Larry Ramp

411 Gloucester Drive

Costa Mesa 92627

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GL1 Continued

SETHURAMAN, RAJA

From: HATCH, THOMAS
Sent: Monday, May 07, 2012 8:14 AM
To: MUNOZ, ERNESTO; SETHURAMAN, RAJA
Subject: FW: 405 widening

From: tennisheritage@aol.com [mailto:tennisheritage@aol.com]
Sent: Saturday, May 05, 2012 10:53 PM
To: HATCH, THOMAS
Subject: 405 widening

There is no need to widen the 405. It will create more financial problems since the estimates are never correct. California is without such projects deep enough in the red and our taxes are already the highest in the Nation. Anything the Government touches is a lost cause. Let private investors get involved if they see they can make it work and they might

Unfortunately I cannot attend the meeting on Tuesday. Rolf Jaeger, 2048 Phalarope Court, Costa Mesa.

Thanks for sharing my view on this project.

SETHURAMAN, RAJA

From: HATCH, THOMAS
Sent: Monday, May 07, 2012 8:13 AM
To: MUNOZ, ERNESTO; SETHURAMAN, RAJA
Subject: FW: [BULK]
Importance: Low

-----Original Message-----
From: Debbie Sarrano [mailto:Siucy61@aol.com]
Sent: Sunday, May 06, 2012 5:27 AM
To: HATCH, THOMAS
Subject: [BULK]
Importance: Low

Dear Mr. Hatch,

No Widening of the 405 at fairview. Our city is a cut through for Huntington Beach and Fountain Valley.

6

GL1 Continued

EXHIBIT "E"

GL1 Continued

I live in the Halecrest homes and the noise is already extreme with the past widening. The dirt and dust from the freeways are unhealthy for our City.

Stop the madness no widening of the 405 at fairview.

Thank you,
Debbie Serrano
Slucy61@aol.com

SETHURAMAN, RAJA

From: HATCH, THOMAS
Sent: Monday, May 07, 2012 8:13 AM
To: MUNOZ, ERNESTO; SETHURAMAN, RAJA
Subject: FW: no widening of the 405

-----Original Message-----

From: Debbie Serrano [mailto:Slucy61@aol.com]
Sent: Sunday, May 06, 2012 5:30 AM
To: HATCH, THOMAS
Subject: no widening of the 405

No widening of 405 at Fairview

Debbie Serrano
3023 Warren
Costa Mesa
Slucy61@aol.com

SETHURAMAN, RAJA

From: HATCH, THOMAS
Sent: Monday, May 07, 2012 8:13 AM
To: MUNOZ, ERNESTO; SETHURAMAN, RAJA
Subject: FW: "Build Alternative 3"

-----Original Message-----

From: Pamela Maddox [mailto:pamelitarose@sbcglobal.net]
Sent: Sunday, May 06, 2012 7:55 AM
To: HATCH, THOMAS
Subject: "Build Alternative 3"

My view is "NO 405 WIDENING"

Please share this at council mtg.

Thank you,

7

GL1 Continued

Pamela Maddox
3105 Loren Lane
Costa Mesa, CA 92626

Pamela Maddox
Metamorfosi Design
949.422.0266

Sent from my iPhone

SETHURAMAN, RAJA

From: HATCH, THOMAS
Sent: Monday, May 07, 2012 8:13 AM
To: MUNOZ, ERNESTO; SETHURAMAN, RAJA
Subject: FW: NO 405 WIDENING

From: Mark Sachs [mailto:jms92648@ca.rr.com]
Sent: Sunday, May 06, 2012 9:18 AM
To: HATCH, THOMAS
Subject: NO 405 WIDENING

Mr. Hatch,

A simple message NO 405 WIDENING!

Mark Sachs

2713 Sandpiper Dr.

Costa Mesa

8

GL1 Continued

SETHURAMAN, RAJA

From: HATCH, THOMAS
Sent: Monday, May 07, 2012 8:13 AM
To: MUNOZ, ERNESTO; SETHURAMAN, RAJA
Subject: FW: NO 405 WIDENING

From: Erik and Susy Brommers [mailto:erikandsusy@yahoo.com]
Sent: Sunday, May 06, 2012 7:44 PM
To: HATCH, THOMAS
Subject: NO 405 WIDENING

Alternative 3 will NOT be beneficial to Costa Mesa. It is also a WASTE of taxpayer money.

Susana Brommers, homeowner

1218 Dorset Ln

Costa Mesa

SETHURAMAN, RAJA

From: HATCH, THOMAS
Sent: Monday, May 07, 2012 8:13 AM
To: MUNOZ, ERNESTO; SETHURAMAN, RAJA
Subject: FW: 405 Fwy. Project
Attachments: image002.gif

From: Diane [mailto:unitedneighbors@cmprepared.com]
Sent: Sunday, May 06, 2012 9:20 PM
To: HATCH, THOMAS
Subject: 405 Fwy. Project

Please don't widen the I-405 Fwy.

9

GL1 Continued

EXHIBIT "F"

GL1 Continued

SETHURAMAN, RAJA

From: HATCH, THOMAS
Sent: Monday, May 07, 2012 8:15 AM
To: MUNOZ, ERNESTO; SETHURAMAN, RAJA
Subject: FW: 1405 project

From: Paul [mailto:hillassociates@att.net]
Sent: Monday, May 07, 2012 8:14 AM
To: HATCH, THOMAS
Cc: eric.beaver@costamesaca.gov
Subject: 1405 project

No 405 widening in CM is needed or desired.

Paul Hill
1288 Londonderry St
Costa Mesa, CA 92626-2664

SETHURAMAN, RAJA

From: HATCH, THOMAS
Sent: Monday, May 07, 2012 8:14 AM
To: MUNOZ, ERNESTO; SETHURAMAN, RAJA
Subject: FW: no 405 widening!!

From: Maggie LeFave [mailto:joelmaggie@sbcglobal.net]
Sent: Saturday, May 05, 2012 3:27 PM
To: HATCH, THOMAS
Subject: no 405 widening!!

3

GL1 Continued

Diane Hill
1288 Londonderry St.
Costa Mesa

Description: Description: Description: Description: Description: image001

"Neighbors Helping Neighbors"

Diane Hill: (714) 546-4252 Voice (714) 540-1288 FAX

unitedneighbors@cmprpared.com; [United Neighbors Website](#)

SETHURAMAN, RAJA

From: HATCH, THOMAS
Sent: Monday, May 07, 2012 8:12 AM
To: MUNOZ, ERNESTO; SETHURAMAN, RAJA
Subject: FW: I oppose the reconfiguration of the 405/73 freeways.

From: Flo Martin [mailto:flomama@aol.com]
Sent: Monday, May 07, 2012 12:38 AM
To: HATCH, THOMAS
Subject: I oppose the reconfiguration of the 405/73 freeways.

As a long-resident of Costa Mesa, I oppose any reconfiguration of the 405/73 freeways' interchange. Enough is enough. We need to work to improve rapid transit, not freeways.

Flo Martin

Live today as if it were the first day of your life and also your last.

10

GL1 Continued

GL1 Continued

Page 1 of 1

CORDON, CHRISTINE

From: SHELTON, KELLY
Sent: Monday, June 18, 2012 8:39 AM
To: CITY COUNCIL
Cc: GREEN, BRENDA; CORDON, CHRISTINE
Subject: FW: I 405 improvement project
Importance: High

From: paulannekelly@ca.rr.com [mailto:paulannekelly@ca.rr.com]
Sent: Sunday, June 17, 2012 2:26 PM
To: op2council
Subject: I 405 improvement project
Importance: High

Dear Cost Mesa City Council Members;

I am very concerned about the plans to "improve the traffic flow" in the I 405 corridor between the I 605 and SR 73. I attended the Caltrans presentation about this project on June 4th at OCC. Although the current traffic situation and the projected situation for a few years down the road indicates that something should be done to improve the traffic flow-through, I believe that the third alternative that is being proposed would be very bad for the City of Costa Mesa.

First of all, it strikes me as being terribly wasteful to destroy the newly improved Fairview Ave. overpass bridge which cost us about \$7,000,000 only 3 years ago.

Secondly, the use of HOV/"Express Lanes", rather than diamond lanes seems to me to be gimmick to generate revenue to off-set the large cost of this alternative, rather than a means of increase traffic through-put. The designs for the entrance and exit locations for these lanes make them almost inaccessible for Costa Mesans. People using these lanes would have a difficult time to exit them so as to shop in either South Coast Plaza or downtown Costa Mesa.

Therefore, I strongly recommend that you write a resolution to Caltrans and OCTA expressing the city's strong objection to alternative # 3

Respectfully Submitted,

Paul D. Kelly (resident of Costa Mesa for 39 years)
2736 Mendoza Dr., Costa Mesa, CA 92626

EXHIBIT "G"

06/18/2012

GL1 Continued

GL1 Continued

RECEIVED

OCT. 26 2010

PUBLIC SERVICES



Gary R. Peacock, CPA
3063 Johnson Ave.
Costa Mesa, CA 92626-2818
Phone (714) 545-8661
Email: peacockgr@aol.com

October 19, 2010

Mr. Peter Naghavi, Director
Department of Public Services
City of Costa Mesa
P.O. Box 1200
Costa Mesa, CA 92628-1200

Re: Expansion of 405 Freeway through Costa Mesa

Dear Mr. Naghavi:

Thanks to you and Mr. Raja Sethuraman for both taking your personal time to brief the Directors and other members of Mesa North Community Association yesterday evening on the 405 Freeway Expansion project.

I am sure every one using this stretch of freeway would be in favor of improvements that eliminate to traffic compression caused by the lane reductions between the interception of the 605 Freeway and Harbor Blvd. I recall that when I lived in Laguna Beach some years ago, I would often avoid that stretch by taking Pacific Coast Highway to avoid the 405 congestion. Now that said, the widening will, no doubt, attract more traffic on the 405.

Since the added lanes would bring traffic closer to the sound walls, is it practical to raise their height to deflect the inevitable exhaust fumes from the traffic? If there are other ways to reduce the toxic emissions on the residents, I think that would be an important consideration. After all, public health is a consequence that has ethical and financial costs to the public.

Thank you for your consideration of my concerns.

Very truly yours,

A handwritten signature in black ink, appearing to read "G. Peacock", written over a horizontal line.

Gary Peacock

Cc: Colin McCarthy
President, MNCA

EXHIBIT "H"

GL1 Continued

GL1 Continued

SETHURAMAN, RAJA

From: NAGHAVI, PETER
Sent: Monday, November 22, 2010 8:24 AM
To: 'jacknpeg91@ca.rr.com'
Cc: ROEDER, ALLAN; SETHURAMAN, RAJA
Subject: RE: 405 Expansion Project

Dear John and Margaret Higgins:

Thank you very much for your email and input with regards to proposed I-405 widening project. While these alternatives are currently under review, no specific alternative has been selected as yet. Like you, many other local residents have voiced their concerns with one or more alternatives. Costa Mesa staff will collect all local concerns and will submit them to OCTA for their information and record. Thanks again for caring about our community.

Peter Naghavi, Director
Dept. of Public Services
City of Costa Mesa, CA

-----Original Message-----

From: jacknpeg91@ca.rr.com [mailto:jacknpeg91@ca.rr.com]
Sent: Saturday, November 20, 2010 2:20 PM
To: NAGHAVI, PETER
Subject: 405 Expansion Project

Dear Mr Naghavi,

I write to protest Alternative 3 of the 405 Freeway expansion plan. This plan has a detrimental impact on Costa Mesa not only through significant inconvenience to local citizens but also the potential for negative financial impact to the City. The communities south of the 405 from Euclid to Bristol would experience increased freeway noise as the lanes would be pushed closer to the sound walls and neighborhoods (e.g., Gislör park sound wall). This plan would also make it more difficult to travel locally and would not make for convenient exiting of potential customers passing through the City.

This proposed I-405 widening project provides insignificant and minimal benefit to Costa Mesa residents and I encourage you and our City Council to reject it.

Thank you,
John & Margaret Higgins
Costa Mesa Residents since 1991

EXHIBIT "I"

1

GL1 Continued

Page 1 of 1

SETHURAMAN, RAJA

From: NAGHAVI, PETER
Sent: Monday, November 15, 2010 8:33 AM
To: SETHURAMAN, RAJA
Subject: FW: Proposed I-405 HOT plans

*Peter Naghavi, Director
Dept. of Public Services
City of Costa Mesa, CA*

From: The Stovers [mailto:calcs1224@gmail.com]
Sent: Monday, November 15, 2010 8:04 AM
To: NAGHAVI, PETER
Subject: Proposed I-405 HOT plans

The plans to add HOT lanes to access Toll-73 from and to I-405 are examples of wasteful spending, and not compatible for the community with elevated ramping. (Work completed at the Fairview bridge across I-405 caused traffic slowdowns far too long.)
Using private financing would benefit toll road users at the inconvenience to through traffic on I-405. We are occasional users of the toll road and find it used sparsely. Consider more lanes from South 55 to North 405 instead!
Corinne Stover

11/22/2010

GL1 Continued

Page 1 of 1

SETHURAMAN, RAJA

From: NAGHAVI, PETER
Sent: Monday, November 15, 2010 8:31 AM
To: 'rschowe173@aol.com'
Cc: SETHURAMAN, RAJA
Subject: RE: HOV-HOT LANES ON THE 405

Thank you and we will make sure to provide your comments to OCTA.

*Peter Naghavi, Director
Dept. of Public Services
City of Costa Mesa, CA*

From: rschowe173@aol.com [mailto:rschowe173@aol.com]
Sent: Sunday, November 14, 2010 8:53 AM
To: NAGHAVI, PETER
Subject: HOV-HOT LANES ON THE 405

Dear Sir,

I think this project would place yet another burden upon those who use the 405 freeway every day to go to work. Taking away the regular Car Pool lane would require those who need such a lane or its equivalent to pay for the privilege which is now free to those who are qualified to use the lane. I do not see how this could benefit the City of Costa Mesa where I live.

Best regards,

Richard N. Schowengerdt
714-546-7357

11/22/2010

GL1 Continued

Page 1 of 1

SETHURAMAN, RAJA

From: NAGHAVI, PETER
Sent: Thursday, October 28, 2010 10:07 AM
To: 'Steve F'
Cc: SETHURAMAN, RAJA
Subject: RE: 405 Widening Project to add toll roads

Thank you for your email Steve.
 We will forward your email to OCTA.

*Peter Naghavi, Director
 Dept. of Public Services
 City of Costa Mesa, CA*

From: Steve F [mailto:beancounter-1@hotmail.com]
Sent: Wednesday, October 27, 2010 8:25 PM
To: NAGHAVI, PETER
Subject: 405 Widening Project to add toll roads

To Whom It May Concern:

As residents of the Halecrest track in North Costa Mesa, my entire family strongly opposes the proposed project to widen the 405 freeway near Fairview to add 405 toll lanes and eliminate the car pool lane.

My family uses Gisler Park near the freeway daily to walk to including taking my grandson Monday through Friday. The noise level even with the soundwall is already too much for the park and the homes next to the park. We oppose increased noise.

They just completed a \$7 million project to widen the Fairview bridge. Now that money would be somewhat wasted by additional construction which is a further Fairview traffic burden on our Costa Mesa community which will not benefit by this new project.

Please do not do this and cancel this project.

Steve French (3058 Murray Lane, Costa Mesa 92626)
 Maritza French
 Verna French
 Erika Browell

Danielle Tokarz (102 Pinon Tree Lane, Costa Mesa 92627)
 Matt Tokarz
 Rowan Tokarz

11/22/2010

GL1 Continued

SETHURAMAN, RAJA

From: NAGHAVI, PETER
Sent: Thursday, October 28, 2010 10:05 AM
To: 'stevem@is1.net'
Cc: SETHURAMAN, RAJA
Subject: RE: Can 405 HOT Lane Funding be used to build Reverse Toll Booths?

Thank you for your email. We will certainly include this email as part of a general package to OCTA at some point. I would however, like to make a comment about using "HOT" lane funds towards other things such as ped. Bridges.... At this time, there is no "HOT" lane funding available. The funding will only become a reality if there is indeed a "HOT" lane in operation that generates the funding source, such as sale of bonds etc....

*Peter Naghavi, Director
 Dept. of Public Services
 City of Costa Mesa, CA*

-----Original Message-----

From: Steve Mariani [mailto:stevem@is1.net]
Sent: Wednesday, October 27, 2010 5:47 PM
To: NAGHAVI, PETER
Subject: Can 405 HOT Lane Funding be used to build Reverse Toll Booths?

Instead of demolishing perfectly good new bridges on the 405, why not use the CAL TRANS HOT Lane money to build new WIDE pedestrian bridges that will attract pedestrians, bikes and golf carts. This will divert local traffic off the 405 at rush hour and lower emissions.

Imagine being able to walk, bike or golf cart over a wide bridge from residential park areas to commercial shopping areas across the 405. Metro Point and IKEA come to mind. Most residents would prefer to walk, bike or Golf Cart all the time if it was safe and enjoyable. OCC students would also have a safe, enjoyable path to bike to school or to go off campus for lunch.

HOT Lane funding could also be used to create a fund for "reverse" toll booths that dispense store coupons with a hour time stamp on them to encourage bridge use to go shopping at the malls. Everyone wins. Cal Trans gets to build new bridges and toll booths and life in Costa Mesa gets upgraded.

The Department of Transportation will convert our town into an carelessly planned inner-city if we just roll with the default vision of the central planners in Sacramento and in DC. Was Costa Mesa made for the Freeway or was the Freeway made for Costa Mesa?

Best regards,
 Steve Mariani
 3052 Murray LN
 Costa Mesa, CA 92626

1

GL1 Continued

GL1 Continued

Page 1 of 1

SETHURAMAN, RAJA

From: SETHURAMAN, RAJA
Sent: Monday, November 22, 2010 9:29 AM
To: SETHURAMAN, RAJA
Subject: FW: 405 MIS

From: mike brumbaugh [mailto:mbrum@att.net]
Sent: Friday, October 22, 2010 8:43 AM
To: SETHURAMAN, RAJA
Cc: NAGHAVI, PETER
Subject: Re: 405 MIS

Thank you gentlemen. Mike Brumbaugh

- The goal is to connect the 73 with the 605 freeway with additional lanes
- The project cost is projected to be \$1.7 billion
- Alternative 3 is the only one that impacts Costa Mesa
- Alternate 3 adds two additional lanes to the 405 that will be "HOT" lanes (High occupancy/toll lanes) and eliminates the car pool lane
- The 405 would be widened for the additional lanes and would push the lanes closer to the sound walls and neighborhoods (e.g. lanes closer to Gisler park sound wall) and could increase traffic noise
- The newly re-constructed Fairview Rd. bridge would have to be re-constructed again to make it wider for the additional lanes under it. The I-405 widening project that was completed almost 10 years ago was done for a traffic volume/speed demand with a forecast year of 2020. The cost for the recent bridge widening construction was 7 million dollars.
- This proposed I-405 widening project provides insignificant and minimal benefit to Costa Mesa residents who travel the 405 locally. People who currently travel the toll roads daily from Costa Mesa to some destination may see the benefit.
- It is not currently known where and if there will be a convenient entrance to the new "HOT" lanes from our community. It may also be difficult to exit the "HOT" lanes into our city.

EXHIBIT "J"

11/22/2010

GL1 Continued

GL1 Continued

WE OPPOSE REVISED ALTERNATE #3 TO THE 405 FREEWAY IMPROVEMENT PLAN

1. Corinne P. Stover
signature 5/13/2011

Corinne P. Stover
1224 Conway Avenue
Costa Mesa, CA 92626
714-432-7371

2. Louise Stover
signature

Louise Stover
1224 Conway Avenue
Costa Mesa, CA 92626
714-432-7371

EXHIBIT "K"

GL1 Continued

GL1 Continued

WE OPPOSE REVISED ALTERNATE #3 TO THE 405 FREEWAY IMPROVEMENT PLAN

1. Fred E. Merkle
Signature

Fred E. Merkle
1216 Conway Ave.
Costa Mesa, CA 92626
714-545-3798

2. Julie Ann Merkle
Signature

Julie Ann Merkle
1216 Conway Avenue
Costa Mesa, CA 92626
714-545-3798

EXHIBIT "L"

GL1 Continued

1888 Fendley

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Halcrest/Hall of Fame Resident Petition, February 6, 2011

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GL1 Continued

Signature	Print	Secret	City	State	Zip Code	Phone	Home Address
<i>W. B. Davis</i>	1865 W. 83rd St.	CIN.	OH	45226	714-1641512		
<i>W. B. Davis</i>	3000 Oregon Ave.	CIN	OH	45226	714-223-276		
<i>M. Wilson</i>	3167 Scribner	CIN	OH	45226	714-975-5558	M + h b x @ i b c y d h m i n t	
<i>W. B. Davis</i>	3510 WABASH CIR	CIN	OH	45226	204-5537	CHOUDED FOR LIFE CAN	
<i>W. B. Davis</i>	951 CORNWALL AVE	CIN	OH	45226	714-223-276		
<i>W. B. Davis</i>	3237 MINNESOTA	CIN	OH	45226			

Halecross/Hall of Fame Resident Petition, January 29, 2011
We oppose revised alternative #3 to the 405 Freeway Improvement Plan

GL1 Continued[illegible]

Halcrest/Hall of Fame Resident Petition, January 29, 2011

We oppose revised alternative #3 to the 405 Freeway Improvement Plan

GL1 Continued

Halcrest/Hall of Fame Resident Petition, January 29, 2011

We oppose revised alternative #3 to the 405 Freeway Improvement Plan

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FEB 28 2011
PUBLIC SERVICES

Signature	Street	City	State	Zip Code	Phone	email Address
Brandon K. Cartell						
Shirley R. Cartell	1214 Lombardery St.	Costa Mesa	CA	92626	714.555.0700	
Maria Anna Paez						
John Deane Craig	1218 Lombodery St.	Costa Mesa	CA	92626	714.545.9881	
John R. Craig						
John R. Craig	1414 Lombodery St	Costa Mesa	CA	92626	714.740.9059	
John R. Craig	3157 Bryn Lane	Costa Mesa	CA	92626	714.750.9999	mlh@centurylink.net
Madeline Sturdy						
John R. Craig	3153 Bryn Ln	Costa Mesa	CA	92626	714.713.4466	
Richard M. Crumk						
Nick Finkbecker	3433 Bryn Ln	Costa Mesa	CA	92626	714.468.1897	
Dorothy Wiley	3135 Bryn Ln	Costa Mesa	CA	92626	714.576.6455	
Wesley Wiley	3138 Bryn Ln	Costa Mesa	CA	92626	714.576.4127	
John Finkbecker	2401 Chestnut	Costa Mesa	CA	92626	714.711.7379	Paleo@713131@gmail.com
John Finkbecker						

GL1 Continued

Halecrest/Hall of Fame Resident Petition, January 29, 2011

We oppose revised alternative #3 to the 405 Freeway Improvement Plan

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MAR 04 2011
ENGINEERING

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Halecrest/Hall of Fame Resident Petition, January 29, 2011

We oppose revised alternative #3 to the 405 Freeway Improvement Plan






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Halecrest/Hall of Fame Resident Petition, January 29, 2011

We oppose revised alternative #3 to the 405 Freeway Improvement Plan

Signature	Print	Street	City	State	Zip Code	Phone	email address
	Randy Rainer	3141 LIMEBICK LANE	COSTA MESA	CA	92626	714 446-5502	march@ace.com
	Randy Rainer						
	Robert Baker	1351 GARDEN FORD	COSTA MESA	CA	92626	714-556-7724	muob31@ic.net.com
	THOMAS BAKER	1200 CARMONY DR	"	"	"	949 905-5700	thomas@hs-electric.com
	VERONICA D BIRD	353 NARRADA AVE	COSTA MESA	CA	92626	(714) 447-8859	vsos@com.com
	ELIZABETH BIRCH	3129 LIMEBICK LN.	COSTA MESA	CA	92626	714-747-9762	
	ELIZABETH BIRCH	3138 LIMEBICK LANE	COSTA MESA	CA	92626	914-576-5499	
	JOHN E. KING	3037 Fernhills	COSTA MESA	CA	92626	714 741-9335	jk@mtelnet.mt.net.com
	M. J. Lawrence	1848 LONDON DR	COSTA MESA	CA	92626	714 448-8540	mjl@lawrence@jdo.com
	JOE BATES	4716 BULLARNO	COSTA MESA	CA	92626	714 332-1025	bates@jdo.com

GL1 Continued












Signature	Print	Street	City	State	Zip Code	Phone	email Address
	Scott Munsweh	1357 Gailford	CA	CA	92624	714 574 1154	Samsunh@qphoo.com
	Patrick Muth	1165 Gailford St.	CA	CA	92624	800-1155	muthloas@gmail.com
	Dave Manning	1344 Gailford	CA	CA	92624	714 662-5504	dm1172dm30y@stcgblp1.net
	Becky Manning	1344 Gailford St	CA	CA	92626	714 662-5504	blm1172dm30y@stcgblp1.net
	David Binnell	3134 Kerry Lane	CA	CA	92626	714 557-8666	david-mate@stcgblp1.net

Halecrest/Hall of Fame Resident Petition, January 29, 2011
We oppose revised alternative #3 to the 405 Freeway Improvement Plan

3/01/2017

Halecrest/Hall of Fame Resident Petition, January 29, 2011
We oppose revised alternative #3 to the 405 Freeway Improvement Plan

GL1 Continued

Signature	Print	Street	City	State	Zip Code	Phone	email Address
	Paul King	301 Poye Ln	CA	CA	92626	714-754-7070	
	Valentin Taylor	3004 Royce Cir	CA	CA	92626	714-708-2238	
	Valerie Harrison	1400 Cambridge St	CA	CA	92626	714-830-9818	
	Valerie Harrison	1400 Cambridge St	CA	CA	92626	714-830-9818	
	Valerie Harrison	1400 Cambridge St	CA	CA	92626	714-830-9818	
	Valerie Harrison	1400 Cambridge St	CA	CA	92626	714-830-9818	
	Valerie Harrison	1400 Cambridge St	CA	CA	92626	714-830-9818	
	Valerie Harrison	1400 Cambridge St	CA	CA	92626	714-830-9818	
	Valerie Harrison	1400 Cambridge St	CA	CA	92626	714-830-9818	
	Valerie Harrison	1400 Cambridge St	CA	CA	92626	714-830-9818	
	Valerie Harrison	1400 Cambridge St	CA	CA	92626	714-830-9818	

GL1 Continued[illegible]

Halecres/Hall of Fame Resident Petition, January 29, 2014

GL1 Continued[illegible]

Halecrest/Hall of Fame Resident Petition, January 29, 2011
We oppose revised alternative #3 to the 405 Freeway Improvement Plan

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We oppose revised alternative #3 to the 405 Freeway Improvement Plan

Halecrest/Hall of Fame Resident Petition, January 29, 2011

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We oppose revised alternative #3 to the 405 Freeway Improvement Plan

Halecroft/Hall of Fame Resident Petition, January 29, 2011

GL1 Continued

We oppose revised alternative #3 to the 405 Freeway Improvement Plan

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We oppose revised alternative #3 to the 405 Freeway Improvement Plan

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GL1 Continued

Halecrest/Hall of Fame Resident Petition, January 29, 2011

We oppose revised alternative #3 to the 405 Freeway Improvement Plan

Sigature	Print	Street	City	State	Zip Code	Phone	e-mail Address
[Signature]	HARRIS, THOMAS D.	8145 COCK LANE COSTA MESA CA 92626	COSTA MESA	CA	92626	(714) 944-2288	
[Signature]	THOMPSON, THOMAS E.	3445 COCK LANE COSTA MESA CA 92626	COSTA MESA	CA	92626	(714) 564-8101	
[Signature]	TODD TIMMONES	3155 KILLBURN LN COSTA MESA, CA 92626	COSTA MESA	CA	92626	(714) 555-9331	
[Signature]	MARIA LUNDA	3158 LUMBERT LN COSTA MESA, CA 92626	COSTA MESA	CA	92626	(714) 555-4844	
[Signature]	ALECHIE KRIVYAK	1399 HARMONY BLVD COSTA MESA, CA 92626	COSTA MESA	CA	92626	(714) 442-3838	
[Signature]	CARLOS VARGAS	1280 CANTONMENT COSTA MESA, CA 92626	COSTA MESA	CA	92626	(714) 454-9108	
[Signature]	WALTER BELL	1920 CATHARTIC PK. C.M., CA 92626	COSTA MESA	CA	92626	(714) 555-5645	
[Signature]	DICK BRAD BARRETT	1020 PERRY LANE COSTA MESA CA 92626	COSTA MESA	CA	92626	(714) 555-3045	
[Signature]	JAY WILDER	1111 N 242nd St COSTA MESA CA 92626	COSTA MESA	CA	92626	(714) 555-5544	

Halecrest/Hall of Fame Resident Petition, January 29, 2011

We oppose revised alternative #3 to the 405 Freeway Improvement Plan

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GL1 Continued

Halcrest/Hall of Fame Resident Petition, January 29, 2011

We oppose revised alternative #3 to the 405 Freeway Improvement Plan

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Halecrest/Hall of Fame Resident Petition, January 29, 2011

We oppose revised alternative #3 to the 405 Freeway Improvement Plan

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GL1 Continued[illegible]

Halcrest/Hall of Fame Resident Petition, January 29, 2011

We oppose revised alternative #3 to the 405 Freeway Improvement Plan

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Halocross/Hall of Fame Resident Petition, January 29, 2011

GL1 Continued[illegible]

Halocrescent/Hall of Fame Resident Petition, January 29, 2011

We oppose revised alternative #3 to the 405 Freeway Improvement Plan

Signature	Street	City	State	Zip Code	Phone	e-mail Address
<i>[Signature]</i> Henry Brown	72093 Fairbairn Ln	Lincoln, Mo	CA	92416	908-0114 714-551-1155 384-1076	M/H
<i>[Signature]</i> Dennis A. Blos	3097 Finkelsht	Costa Mesa		92626	714-878-3400	adrian
Thomas Madigan						
Thomas Madigan	1102 Fernside Dr	" "		92646	714-540-1587	M/H
Kate Parks						
Bob & Rose	1440 Collier Ave	" "		" "	714-833-334	KANAWATSKO MIE BEN cshlccanlon @ yahoo.com M/H
Carol & Bob	1230 BELFAST AVE	COSTA MESA	CA	92626	714-721-1133	
Jeffrey	1280 BELFAST AVE	COSTA MESA	CA	92626	714-532-241	M/H
FRANK DOUGLAS						
SKIMMERS, M. TERRY	1284 BELFAST AVE	C.M.	CA	92626		g.s. freije @ Sargol.com
<i>[Signature]</i> 10900 Keweenaw						
Thomas K. Feltner	1098 Belcrest Ave	C.M.	CA	92626	714-721-1133	M/H
Leslie Chavez						
Leslie Chavez	3101 Duynsack Ave	C.M.	CA	92626	560-7955	www

Halecrest/Hall of Fame Resident Petition, January 29, 2011

GL1 Continued

We oppose revised alternative #3 to the 405 Freeway Improvement Plan

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We oppose revised alternative #3 to the 405 Freeway Improvement Plan

Signature	Street	City	State	Zip Code	Phone	e-mail Address
Paul Hines	3130 KILLYBROOK	COSMESA	CA	92026	714-438-3888	JACK1016691@C.A.P.B.ORG
JOHN WILLIAMS	1402 E. 14TH ST.					
Robert Hines	3130 KILLYBROOK	COSMESA	CA	92026	714-545-4558	B
Mark Hines						
DAVE HINES	312 E. CUCUMBERS	COSMESA	CA	92026	714-549-4154	gwhittaker@gmail.com
WILLIAM HINES						
MAURICE LITTLE	3130 KILLYBROOK LN.	COSMESA	CA	92026	714-549-9600	molin+29@hotmail.com
Melanie Whittaker						
Janice	1213 DORSET LN	COSMESA	CA	92026	961-1105	
FRANK ARNOLD	3154 KILLYBROOK	COSMESA	CA	92026	714-545-5214	
DEE ANN						
COLE	1346 COSMOS	COSMESA	CA	92026	714-557-7445	whittaker@C.A.P.B.ORG
WILLIAM						
LEON WILSON	1346 COSMOS	COSMESA	CA	92026	714-557-7445	
CECILIA	1352 GUILDFORD	COSMESA	CA	92026		
CRISTINE SCHUCK						

GL1 Continued[illegible]

Halecrest/Hall of Fame Resident Potition, January 29, 2011

We oppose revised alternative #3 to the 405 Freeway Improvement Plan

GL1 Continued[illegible]

Halecrest/Hall of Fame Resident Petition, January 29, 2011

We oppose revised alternative #3 to the 405 Freeway Improvement Plan

GL1 Continued[illegible]

Halecrest/Hall of Fame Resident Petition, January 29, 2011

We oppose revised alternative #3 to the 405 Freeway Improvement Plan

GL1 Continued[illegible]

Halecrest/Hall of Fame Resident Petition, January 29, 2011

We oppose revised alternative #3 to the 405 Freeway Improvement Plan

GL1 Continued

We oppose revised alternative #3 to the 405 Freeway Improvement Plan

Signature	Print	Street	City	State	Zip Code	Phone	email Address
<i>James R. Hunsaker</i>	James R. Hunsaker	3160 Killybrooke	Costa Mesa	CA	92626	(714) 551-8533	jhuns@angelco.com
<i>Nancy L. Hunsaker</i>	Nancy L. Hunsaker	1370 Concession St	Costa Mesa	CA	92626	(714) 246-997-519	Karen.Krusel@att.net
<i>Wade Kirsch</i>	Wade Kirsch	3358 W. Valley Ave	Costa Mesa	CA	92626	(949) 999-5199	b.hunsaker@att.net
<i>Steve French</i>	Steve French	1371 E. Highway	Costa Mesa	CA	92626	(714) 895-8129	dlx@mc.com
<i>Wendy French</i>	Wendy French	1270 Londonmist	Costa Mesa	CA	92626	(714) 895-2465	
<i>Michelle French</i>	Michelle French	1270 Londonmist	Costa Mesa	CA	92626	(714) 895-2465	
<i>John French</i>	John French	3154 Bray Ln	Costa Mesa	CA	92626	(714) 938-1429	pluskis@aol.com
<i>Sandra Plusk</i>	Sandra Plusk	1207 Rowena	Costa Mesa	CA	92626	(714) 938-578	hunsaker58@yahoo.com
<i>James Plusk</i>	James Plusk	1280 Redfish Ave	Costa Mesa	CA	92626	(714) 938-2114	sermon@aol.com
<i>Susan Rogers</i>	Susan Rogers						

Halecrest/Hall of Fame Resident Petition, January 29, 2014

Signature	Street	City	State	Zip Code	Phone	email Address
Pat						
Paula Garba	3065 Pleasantville	Cosm Mesa	CA	92685 (314)		cmgarba@skidlab1.net
Paula Parks	3141 Limerick	Cosm Mesa	CA	92685	870-7517	
Juliana Kaniemi		Cosm Mesa	CA	92686	714-525-6755	reksmom@aol.com
Marjorie Kennedy	12716 Lombard way	Cost Mesa	CA	92617		
M. Bentley						
Artine L. Hargrove	3030 Lombard Ln	Cost Mesa	CA	92616	(949) 551-4919	MargaretBentley 1177.net
Artine L. Hargrove						
Mark P. J.	3101 Loree Ln	Cost Mesa	CA	92622	949-359-1511	reksmom@aol.com
Mike Ryumacher	30371 Mulwain	Cost Mesa	CA	92622	714-325-8292	mkrum@att.net
Diana Moore		Cost Mesa	CA	92626	(949) 207-2329	Diana.moore94@sbcsb.net
Alvin Hill	12828 Lombard way	Cost Mesa	CA	92626	714-546-8537	unitedway@bobs.com
Diane Hill	1391 Goringford St	Cost Mesa	CA	92626	714-556-7164	cmrcgpc@aol.com
James D. O.		Cost Mesa	CA	92626		mohamm@sol.com
Irondele Iyere	3011 Fernheath	Cost Mesa	CA	92626	714-337-6190	howard.lefebvre@att.net
Shirley						

GL1 Continued

We oppose revised alternative #3 to the 405 Freeway Improvement Plan

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Halecrest/Hall of Fame Resident Petition, January 29, 2011
 propose revised alternative #3 to the 405 Freeway Improvement

9

GL1 Continued



EXHIBIT "M"

GL1 Continued

EXHIBIT "N"

GL1 Continued

Andrya N. Powers
3354 Nevada Ave.
Costa Mesa, CA 92626

July 16, 2012

To OCTA and CalTrans:

The following are my comments concerning the San Diego Freeway (I-405) Improvement Project.

I am against ALL options! I am against all of them because they ALL include a new Ellis on-ramp which will cause the sound wall in the Mesa Verde North area to be moved substantially closer to Residential structures and therefore residents.

There appears to be no consideration for any reconfiguration of the current onramp at Ellis Ave. If the described new on-ramp and/or current on-ramp could be reconfigured, I would support Option 1 because I know that Option 2 will be affecting the (Seal Beach) College Park Residents' sound wall, too.

I am not against the changes that need to be made to the Freeway, but I am when it actively affects Citizens' homes and quality of life both in the short and long term for no apparent reason.

Furthermore, I feel that the EIR as it currently stands is absolutely NOT complete and there is not enough information for a final decision to be made in August. I feel that all possible alternatives to adding the Ellis on-ramp have not been thoroughly explored. In addition, I feel that the environmental impact on the Residents and to California Elementary and TeWinkle Middle Schools has not been adequately researched. While these schools are not directly adjacent to the project, their school yard is within 100 yards of the proposed construction in all 3 options.

Besides my specific concerns on the EIR, I do have questions included that I would like more information about. If I need to submit those to another contact, please let me know. My further comments below are all in relation to the Ellis on-ramp construction phase on all of the options.

Background Information:

From attending the Costa Mesa Hearing, the Fountain Valley Hearing, and the Costa Mesa City Council Meeting, I have learned that due to the Ellis on-ramp reconfiguration, the sound wall between my home and the freeway will move 22 feet closer to my house. That will now be 5-6 feet from my property line. A 15 foot retaining wall will be built and on top of that a 12 foot sound wall will be built. In addition, at the Fountain Valley Hearing I spoke to an Engineer who said that my wall on my current property line will be removed and a footer for the retaining wall will need to come partially into my property (approximately 1 foot). He said they will need access to my yard. I have since spoke to Christina Byrne

GL1 Continued

and she said that when she looked into it she was told there will need to be a construction easement, but the wall will not need to be removed.

- Will access to my property be needed for this construction? If so, to what extent?

The On-Ramp Itself:

1. What is the reason for the change to the on-ramp? From my understanding it is to prepare for the projected increase in traffic over the next 30 years. However, from what I can tell, all the land surrounding is already built out. There is no anticipation of more housing to be built. So where would this increase in traffic on Ellis come from? And wouldn't the additional lanes from Magnolia and Brookhurst/Talbert also work toward reducing the Ellis traffic?
2. I CANNOT understand why even more lanes need to be added for this on-ramp south of the Santa Ana River. There are already SEVEN lanes at that stretch of the freeway. It is one of the widest stretches of the entire freeway. If the on-ramp needs to be added there has got to be a way to do that within the current 7 lanes. I can't imagine that one on-ramp would cause the need for a NINE lane freeway.
3. Has there been a traffic study done on where the traffic is coming from? Has there been a traffic study on the impact of improved traffic circulation due to reconfigurations of Magnolia, Brookhurst/Talbert and increased flow on the 405 itself?
 - a. After the freeway is widened at Magnolia, Brookhurst/Talbert, will there still be a need to change the configuration? I can only assume that with easier access to the freeway, Citizens would be more apt to take those on-ramps, thus, reducing the traffic on the Ellis on-ramp.
4. I have observed the Ellis SB on-ramp during rush hour morning traffic and noticed that the main reason there is a backup is because of the "meter" light which restricts traffic entering the freeway. Even though there are 2 lanes on the on-ramp and 2 entry lanes from Ellis, the traffic has to stop even if their traffic light is green because the meter is not allowing cars to enter the freeway. Has changing the timing of the meter or changing it from 1 car per light to 2 cars per light been considered? If this option hasn't been tried, we should not be adding an Ellis on-ramp until we have done so.
5. Has adding a third lane to the current on-ramp (to store more cars waiting for access to the freeway) been a consideration?
6. Has adding additional lanes to the Magnolia and/or Brookhurst/Talbert on-ramp been considered? It seems short-sighted to build an entire new ramp, move the sound wall, build more freeway, build retaining walls and deal with the effects on Residents without adding on to where construction is already occurring.
7. It is interesting that the configuration was able to be done in a way to accommodate the Sanitation District Driveway, but cannot be modified in a way to reduce the inconvenience and negative effects it will have on the quality of life for the Mesa Verde North Residents.

GL1 Continued

Structure:

1. The houses in the Mesa Verde North Track are not like your standard single family residence built in Costa Mesa. They have zero lot lines and several homes have a "back yard" that wraps around the house in an L or U formation. In addition, for several of these houses, like mine, this means my house is 10 feet from the property line. Most houses in Costa Mesa have a full back yard, ours do not. Because of the zero property line, instead of a fence between us and our neighbor, we have a 10 foot wall which is actually the exterior side of our neighbor's house. If the sound wall is moved in this will create a dry hot terrarium-like environment due to the close proximity of the houses in this area.
 - a. I understand that all structures will be physically within the freeway right of way. However, have there been sufficient studies to discover if there is any potential for damage to my house? There will be active construction and pile driving less than 15 feet from the actual structure of my home. I have heard from neighbors that when the last sound wall was built several people experienced structural damage and cracked foundations. At the June 19th Costa Mesa City Council Meeting a resident living near the Fairview Bridge experienced foundation issues when the bridge was re-built.
 - b. It was explained to me at the Fountain Valley Hearing that due to the height of the retaining wall, part of the footer would actually have to come in to my property. Will the foundation of my house have to be reinforced? If a pool is put in too close, the foundation of the house needs to be reinforced; I can only imagine that would apply to supporting a freeway, too.
 - c. Is it safe to have a sound wall/retaining wall 15 to 16 feet from the physical building? My children's rooms are at that end of the house and will be the 15 to 16 feet from the sound wall.
 - d. With the widening of the freeway and a 15 foot retaining wall being put in, that will literally put the freeway above my house. Have there been studies done for the safety to the residents in this situation? What level of impact will be protected from penetration by the final Retaining Wall/Sound Wall? If, for example, a truck was to crash through the sound wall as planned, it will only have 15 feet to travel before hitting my house. Since the wall is now closer to my house by 22 ft. and several feet above my house, the trajectory of travel with no contact with the ground will most likely cause the truck to land on top of my home.
 - e. Is there a code or pre-determining distance a sound wall/retaining wall can be from a house? Does the City's or State Building code dictate how far a house must be from such a structure?
 - f. The property line walls built are not very solid. They will probably not hold up to the adjacent construction.

Maintenance:

GL1 Continued

1. Who will be responsible for maintaining the leftover 5-6 feet of right-of-way? It has yet to be maintained for the last 10 months we've owned our home. We were constantly inspecting it for the 9 months prior to purchasing it and there was no maintenance during that time. According to the neighbors it has been several years since it has been maintained. If it is this unimportant to maintain at approximately 27 feet, how can we expect the 5-6 feet to be maintained? Most equipment won't fit an area of that size.

Construction:

1. What hours and days of the week will construction occur? Our neighbor, who was living in his house on Nevada Ave. when the current sound wall was built, said that construction most of the time was around the clock. Large lights were brought in to do work at night and there were several sleepless nights.
2. How long is the construction from Moon Park to Harbor Blvd. expected to last?
3. We just bought our house and unfortunately this expansion was not disclosed. We still do not have blinds on most of our sliding glass doors. Will we lose all privacy? Will privacy screening be provided?
4. What pre-cautions will be taken during the period that access will be needed to my property?
 - a. How long will construction that specifically needs access to my property last for?
 - b. How long will I need to tell my children they cannot play outside for?
 - c. Will my backyard/house be exposed to the freeway? Will motorists be able to see us?
 - d. Will there be tarps or will temporary fencing be provided?
 - e. How will my home and yard be protected from potential criminals?
 - f. How will my property be protected from snakes and other dangerous pests disrupted due to the construction?
5. Children's lungs are still developing into their teens. Who do I call if my children develop lung/breathing issues? What remedies will be provided to protect them against breathing the dusty and polluted air during construction?
6. If you need construction access to my property, how far into my property will your activities impact?

Compensation:

1. What kind of compensation can we expect from a project like this?
 - a. How will we be compensated for our homes decrease in value?
 - b. What will be done to mitigate the extra heat that will be not only generated from the wall itself that will be 22 feet closer to our home, but also from the reduced airflow that we'll experience due to the reduced cross sectional area of free wind movement.
 - c. Will there be new, tall landscape to act as screening and heat deflection? If so, will we have a say in what is chosen?

GL1 Continued

- d. How will we be compensated for the new view of a 27-foot wall in our yard? Will there be mature and tall landscaping installed to camouflage the wall? If so, will we have a say in what is chosen?
- e. The property line walls built are not very solid. They will probably not hold up to the adjacent construction. If they are damaged, will our property walls get replaced? Who will pay for them? Will we have to find our own contractor to do this?
- f. We have planter boxes with irrigation and landscape against our back wall. How will this get replaced, repaired, etc.? We also have large juniper trees; will those get moved or replaced?
- g. If the property line wall is removed and it affects the planter boxes, it will affect the concrete, as well. If the concrete needs to be repaired, will all of it in our backyard be replaced so it matches?
- h. How will we be compensated for any resulting damage to our house? What if we experience cracks in our foundation? What if it causes our house to sink toward the freeway? What if we get cracks in our walls?
- i. What mitigation measures will be used to minimize the construction dirt, dust, noise and what standard will be used to determine the efficiency of those measures?
- j. How will we be compensated for the increase in dust, dirt, and pollen? Will there be a domestic cleaning crew hired to help homeowners with the extra cleaning requirements caused by your construction?
 - i. Who will be responsible if my young children develop asthma, breathing problems, or other medical issues? Who do I call, specifically?
- k. My husband drives for a living and it is a safety issue for him and the public that he gets ample sleep. Can we be guaranteed no night disturbances? If he needs to call in sick due to night construction how will we be compensated?
- l. What is the potential for temporary relocation?

I implore upon you to please look deeper into another alternative for the reconfiguration of the Ellis on-ramp that will not affect the Residents.

GL2



CITY OF COSTA MESA

CALIFORNIA 92626-1209

P.O. BOX 1209

FROM THE OFFICE OF THE MAYOR

August 27, 2012

Chairman and Board of Directors
Orange County Transportation Authority
550 South Main Street
Orange, CA 92863

Dear Mr. Chairman and Board of Directors:

The Orange County Transportation Authority (OCTA) recently unveiled a new alternative, Alternative 3-A to the I-405 Improvement Project. This alternative modified Alternative 3 that included construction of a new mixed-flow lane, new High Occupancy Vehicle (HOV) connectors between SR-73 and I-405 Freeways, construction of a new express toll lane between the SR-73 and I-405 Freeways and conversion of existing HOV lane to express toll lane.

In Alternative 3-A, the express toll lanes are proposed to start north of Fairview Road bridge. This is expected to ensure that the Fairview Road bridge is not impacted and the construction of the I-405/SR-73 direct carpool connectors is not part of the project. The City of Costa Mesa understands that this alternative will require a detailed traffic analysis as well as review of other environmental aspects and potential new issues. The City offers the following concerns that will need to be addressed in the review:

- Alternative 3-A will result in the existing seven free lanes (six mixed-flow lanes plus one carpool lane) section in Costa Mesa to be narrowed to five free lanes and two express toll lanes to the north. While the express toll lanes will accommodate some traffic, this alternative is not expected to result in any significant relief to existing congestion on the Costa Mesa side of the I-405 Freeway, especially in the northbound direction.
- There will be significant weaving as traffic from the existing free carpool lane attempts to merge into the mixed-flow lanes and traffic from mixed-flow lanes merges onto the express toll lanes within the section of freeway in Costa Mesa. This is compounded with SR-73/I-405 merge/weave traffic, which will result in significant additional congestion.
- The addition of toll lanes north of Fairview Road will require installation of several overhead signs in advance. This will result in visual impacts to adjacent neighborhoods which will need to be evaluated and presented.
- Impacts to Nevada Avenue residents remain with this option and will need to be addressed through design exceptions.

GL2 Continued

GL3

OCTA Letter
RE: Alternative 3
August 27, 2012
Page 2

- The express toll lanes do not provide the flexibility of continuous access carpool lane that is proposed with Alternative 2.
- Alternative 2 provides consistent lane designation and will provide the greatest benefit at a lower cost.

The City of Costa Mesa respectfully requests that OCTA and the Board of Directors conduct due diligence to review the above concerns and conduct public outreach so the community will have a clear understanding of the proposed project. This outreach and review should occur before any decisions are made on this alternative by the OCTA Board or any of its committees. The City strongly feels that the impacts of Alternative 3-A are different from any of the alternatives that were analyzed in the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) prepared for the I-405 Improvement Project. Consequently in order to meet legal requirements, there will be a need for recirculation of EIR/EIS in order to solicit additional public input.

The City of Costa Mesa appreciates OCTA's interest in addressing local agencies' concerns while formulating regional solutions and looks forward to continued cooperation on this and other important projects. If you have any questions, please contact Ernesto Munoz, Public Services Director, at 714-754-5343.

Sincerely,



Eric R. Bever
Mayor

cc: Costa Mesa City Council
Will Kempton, OCTA CEO
Tom Hatch, CEO
Tom Duarte, City Attorney
Ernesto Munoz, Public Services Director
Raja Sethuraman, Transportation Services Manager



CITY of CYPRESS
5275 Orange Avenue, Cypress, California 90630
Phone 714-229-6700 www.ci.cypress.ca.us

July 10, 2012

Ms. Smita Deshpande
Branch Chief - Caltrans District 12
"Attn: 405 DEIS/DEIR Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Subject: Response to Draft Environmental Impact Statement/Environmental Impact Report (DEIS/EIR) for the Proposed I-405 Freeway Improvement Project.

Dear Ms. Deshpande:

The City of Cypress staff has reviewed the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/EIR) for the proposed San Diego Freeway (Interstate 405) Improvement Project. Although there are philosophical arguments against using existing right-of-way for paid carpool lanes, it appears that the project will not adversely impact the City of Cypress. We would request, as was done with the previous OCTA project, that funding be provided for any impacts found to the City's local street system including traffic control.

If you have any questions regarding this letter, you may contact me at (714) 229-6727.

Sincerely,



Douglas Hawkins, AICP
Planning Manager
Community Development Department

cc: John Bahorski, City Manager
Doug Dancs, Director of Public Works/City Engineer and Acting Director of Community Development

GL4

**CITY OF FOUNTAIN VALLEY**

CITY HALL 10200 SLATER AVENUE FOUNTAIN VALLEY, CALIFORNIA 92708

OFFICE OF CITY MANAGER

(714) 593-4410

Fax (714) 593-4494

Email: ray.krcmer@fountainvalley.org

July 17, 2012

Smita Deshpande, Branch Chief
Caltrans District 12
Attn: 405 DEIR-DEIS Comment Period
2201 Dupont Drive, Suite 200
Irvine, CA 92612

RE: 405 DEIR-DEIS Comment Period

Dear Ms. Deshpande:

Following are the City of Fountain Valley's observations and comments regarding the I-405 Study.

Comments Regarding Alt. 2 vs. Alt. 3

The City of Fountain Valley supports Alternative No. 2 as it provides more general purpose mainline capacity to further reduce congestion and cut-through traffic on adjacent local arterials.

Has there been any consideration given to extend Alternative 2 to SR-73? If not, will it be considered?

The City of Fountain Valley disagrees with the statement that Alternative No. 3 provides the greatest improvements. It is access restricted, costs to use it, and provides benefits to those who pay tolls while the General Purpose lane capacity is decreased to accommodate the express lanes.

Alternative No. 3 only allows free use for HOV +3 vehicles whereas the current HOV operation allows free travel for 2+ vehicles. Under Alternative No. 3 during peak congestion periods even HOV +3 vehicles must pay 50% of normal tolls. For all others, it costs 100% of normal tolls all the time.

Alternative No. 3 requires the conversion of a currently non-tolled HOV lane to a tolled express lane. No alternative should take away existing lanes and require a toll to be paid for use of those lanes.

GL4 Continued

Ms. Smita Deshpande

July 17, 2012

Page 2 of 6

In Alternative No. 3, do the two intermediate access points currently included in the design include acceleration/deceleration lanes? This isn't readily discernible in the design drawings included. If not, what is their R-O-W impact? What is the operational impact on capacity and throughput of the express lanes due to weaving and speed differential between express lanes and general purpose lanes with regard to ingress/egress when considering these two intermediate access points?

The need for legislation to allow for additional tolling authority has not yet been secured. If not secured, Alternative No. 3 would not be viable.

Right-of-Way Impacts

Section 3.1.4.3 Environmental Consequences - acknowledges three (3) businesses are subject to full acquisition; however this Chapter fails to discuss the impacts resulting from the partial acquisition of the Mike Thompson's RV (MTRV). Economic impacts resulting from the partial acquisition of the MTRV site are not analyzed. It should be noted that MTRV leases the site from the City of Fountain Valley. Lease revenues may also be impacted.

In the discussion regarding economic impacts to the City of Fountain Valley, the report fails to address transient occupancy tax revenues lost as the result of the full acquisition of the Day's Inn property.

The approximately \$1 million in lost revenue to the City if businesses that are taken by full right-of-way acquisitions do not relocate within the City needs to be mitigated. The report states the loss of revenues to the City "is usually minimal with businesses relocating within the same municipality and continuing to pay taxes after resettling". How is this assumption made? Are there facts to support the claim? What properties have been identified for the relocation?

Why can't the braided ramp design at the Warner/Magnolia interchange be eliminated in favor of a condition similar to existing to avoid the need for full takes of property?

The City does not want to see right-of-way impacts created by Alternative No. 3 at the following properties:

- Mike Thompson RV, the property on which the business operates is owned by the City of Fountain Valley
- Truckee River Court in the Tiburon residential community
- Spencer Avenue

Will private parking lot reconfigurations be considered to offset/replace lost parking due to property acquisitions? The City requests that this be included as mitigation to for parking impacts.

GL4 Continued

Ms. Smita Deshpande
July 17, 2012
Page 3 of 6

Alternative No. 3 proposes the acquisition of approximately 10' along Spencer Avenue. The report states 13 on-street parking spaces the project area could be lost but their location is not identified (page 3.1.4.22). The acquisition from Spencer Avenue may have an impact to parking on the north side of the street. Parking in this area is heavily used by surrounding businesses.

11

Any excess R-O-W should be made available to the local agency within which the property is located for first right of refusal for purchase.

12

Soundwalls

Soundwalls should be modified beyond what is shown on the plans in the EIR documents as follows:

On the north side of the freeway approaching Brookhurst Street, the City requests the soundwall be extended further up the off ramp toward Brookhurst Street to fully shield the homes immediately adjacent to this facility.

13

The City requests the soundwall along the north side of the freeway between Talbert Avenue and Brookhurst Street be entirely constructed along the line of the existing residential property walls. This provides better sound protection for the residential properties immediately adjacent to the I-405. It also prevents the creation of an attractive nuisance area which would be created if the soundwall was constructed adjacent to the freeway leaving the existing residential walls between which is a drainage channel. This area would become an area for loitering and unwanted activity.

14

On the north side of the freeway approaching Magnolia Street, the City requests the soundwall be extended further up the off ramp toward Magnolia Street to fully shield the homes immediately adjacent to this facility.

15

On the south side of the freeway at the Talbert Avenue on-ramp, the City requests the soundwall be extended to the end of the property of the multi-family homes near the gore point of the on-ramp to fully shield the homes immediately adjacent to this facility.

16

On the south side of the freeway approaching immediately after Slater Avenue, the City requests the soundwall be extended from its current planned terminus further north toward the Slater Avenue overcrossing to fully shield the view of the freeway from Dolphin Avenue and the residential and high school land uses immediately adjacent.

17

On the south side of the freeway at the Warner Avenue on-ramp, the City requests the soundwall be extended from the current 16'-8" property wall adjacent to the recent KB home development to the end of the residential neighborhood near the gore point of the on-ramp.

18

GL4 Continued

Ms. Smita Deshpande
July 17, 2012
Page 4 of 5

Construction Staging/Traffic Management During Construction

The City requests that the Talbert Avenue overcrossing construction be phased/staged similar to Brookhurst, Magnolia, and Warner wherein the new bridge structure is constructed in phases keeping traffic flowing on the bridge during all phases of construction. Talbert Avenue is a critical east/west corridor and provides access to Orange Coast Memorial Hospital.

Provisions for emergency access up to and possibly including emergency access only lanes need to be provided on all staged bridge constructions.

19

Similar to the provisions wherein no two consecutive interchanges will be closed, no two consecutive bridges should be closed as well.

There should be provisions made to fund traffic signal timing support and resources to assist local agencies in traffic management and signal timing efforts during construction.

Local Street Designs

At the intersection of Brookhurst/Talbert, the creation of a 4th EB lane cannot be accommodated east of Brookhurst except into the shopping center. How will this be addressed? The creation of a 3rd VVB thru lane requires careful design to avoid R-O-W impacts to residential properties near the intersection of Talbert/Mt. Coulter. Please provide a detailed design for this entire intersection giving careful consideration to the above points.

20

Providing increased queue storage for westbound left turns at the intersection of Slater/Brookhurst has the potential for impacting median landscaping and access to private properties. How will these impacts be addressed?

21

At the intersection of Warner/Magnolia how are dual lefts NB and three thru lanes SB accommodated without R-O-W impacts?

22

Fountain Valley prefers to see the minimum width of sidewalks within Fountain Valley to be six feet. Lane widths can be reduced to 11' except curb lane widths must be 12' from lane line to curb width. Please address these design criteria.

23

Coordination with a proposed improvement that will be complete by the time the construction of the I-405 commences needs to be incorporated in the project planning. This improvement is the construction of a right turn lane from Brookhurst Street into a new Ayres Hotel. This lane begins right near Caltrans right-of-way on the north side of I-405 immediately adjacent to the existing NB offramp at NB Brookhurst Street.

24

GL4 Continued

Ms. Smita Deshpande
July 17, 2012
Page 5 of 6

Utilities

Utility relocations must maintain water and sewer operational throughout construction. Also, fiber optic communications for signal interconnect must be preserved or relocated during construction and then re-installed in the bridge cells for permanent installation. It is critical to keep communications during construction to provide the best opportunity for signal coordination, which will be greatly needed for the various Traffic Management Plan (TMPs). Specifically, the City has fiber optics in the bridges at Brookhurst Street, Magnolia Street, and Warner Avenue.

25

The Utility Conflict Matrix table indicates the utilities that are in conflict with the I-405 construction project as well as identifying the party responsible for the cost. In no case should the local agency be responsible for relocation costs. This is a project impact which needs to be fully mitigated and paid for by the project.

26

Visual/Aesthetics

Visual impacts need to be addressed in a comprehensive manner while maintaining sensitivity and identification of local communities along the corridor. A corridor-related landscaping, bridge, and other amenities design needs to be developed that also incorporates the unique characteristics and identifying landmarks of each local agency.

27

Other Comments

Best Management Practices (BMPs) for water quality purposes should be incorporated into the landscape/visual theme.

28

There must be no impact to the flood plain designations due to construction.

29

It is requested that all pilings be pre-drilled or augered to reduce noise and vibrations.

30

In Chapter 3, the document states the Fountain Valley Agency for Community Development is responsible for redevelopment in the City and discusses the goals and objective of the project area relative to the proposed Alternatives. AB1X26 has eliminated redevelopment throughout the state.

31

The report states nighttime noise is expected to avoid disruption to traffic during daytime hours. The document does not discuss the nighttime construction noise and its impact to local noise ordinances.

32

The soils and geology chapter should discuss the potential impact from ground vibration from construction activities such as pile driving. A mitigation measure should be included to compensate homeowners near the project site for any potential property damage occurring from excessive ground vibration.

33

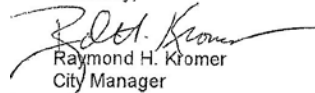
GL4 Continued

Ms. Smita Deshpande
July 17, 2012
Page 6 of 6

It should be noted that these comments are submitted by staff to adhere to the established public review comment period deadline of 5 pm on July 17, 2012. The City Council has requested an opportunity to review the City of Fountain Valley comment letter to the I-405 DEIR/DEIS prepared by staff. However, the City Council will not be meeting until 6 pm on July 17th. As such should the City Council amend any of the comments noted in this letter we will inform you as soon as possible.

34

Sincerely,


Raymond H. Kromer
City Manager

C: City Council
Public Works Director
Planning Director